



# BACKGROUND & HISTORY

- The North and South Highway from Bonners Ferry to Bonner County Line “Highway 95” was originally built Circa 1930-1935
- ITD and Boundary County identified the 45 mph curve at McArthur Lake as a section of roadway needing an alignment improvement.
- Placed on Statewide Transportation Improvement Program in 2001
- Between January 1, 2000 and December 31, 2004 30 vehicle accidents occurred between mileposts 492 and 494: 15 of 30 accidents were cited as wildlife related
- Summer of 2005, ITD hired J-U-B Engineers to lead the conceptual and preliminary design phase and in a second stage complete a plan specification and estimate package for construction.
- Public Involvement
  - Interviews with Area Residents and Key Stakeholders (Fall 2005)
  - Public Open House #1 (January 30, 2006)
  - Civic Group and KVRI Presentations (February 2006 to Present)
  - Website (Created Fall 2005)





# WORKING GROUP

## MEETING DATES

- March 30, 2006 - Review Public Comments and List Alternatives
- May 2, 2006 - Develop Evaluation Criteria and Gain Project Understanding
- June 16, 2006 - Evaluate Alternatives and Form Matrix
- July 11, 2006 - Review Matrix and Confirm Preferred Alternatives

## MEMBERS

1. Amy Schroeder, Idaho Transportation Department
2. Bob Graham, Area Resident
3. Carrie Cordova, US Fish and Wildlife
4. Dan Adams, Langdon Group
5. Dan Dinning, County Commissioner
6. Jay Hassell, J-U-B Engineers
7. Jeff Knetter, Idaho Fish and Game
8. Jim Ackerman, Area Resident
9. Jim Porter, J-U-B Engineers
10. Josh Burnim, American Wildlands
11. Mike Hartz, Idaho Transportation Department
12. Mike Herrin, US Forest Service
13. Patty Perry, Kootenai Tribe and KVRI Liaison







# PUBLIC AND WORKING GROUP ALTERNATIVE EVALUATION

Public & Working Group Criteria	Option A	Option A.1	Option A.2	Option A.3	Option A.4	Option B	Option B.1	Option C	Option D
Sight Distance (Safety)	+	+	+	+	+	+	+	+	+
Reduce Grade (Safety)	+	+	+	+	+	+	+	+	+
Straighten Roadway (Safety)	+	+	+	+	+	o	o	o	+
Reduce Wildlife Collisions (Safety)	o	o	o	o	o	+	-	+	+
Plan for Future Capacity	o	o	o	+	o	o	+	o	+
County Road Intersection	o	o	-	+	o	-	-	o	+
Timely "Build It"	+	+	o	-	o	-	-	-	+
Fundable	+	+	o	-	o	-	-	-	+
Minimal Negative Environmental Impact	+	-	-	-	o	-	-	-	+

**+ Criteria Met**

**o Criteria Partially Met or Neutral**

**- Criteria Not Met**

Option A - Parallel the railroad

Option A.1 - Parallel the railroad but be a raised roadway

Option A.2 - Parallel the railroad but with the county road going under US 95 (an underpass)

Option A.3 - Parallel the railroad but create on and off ramps at the county road intersection

Option A.4 - Parallel the railroad to straighten out the 45 mph curve but also straighten out US 95 at the climbing lane leaving Deep Creek.

Option B - Straighten US 95 through existing 45 mph curve but continue on a straight course through the IFG open space, over county road, and merge to US 95 to the west and middle of the climbing lane.

Option B.1 - Same as B but create a new county road intersection in the middle of the IFG open space

Option C - Extend US 95 from curve at nearest point to McArthur Lake, over the NE corner of the lake, through the IFG parking lot, and merge to US 95 at the top of the climbing lane.

Option D - Composite Option proposed by Working Group. Combination of several features including paralleling the railroad until Deep Creek then bring the alignment back to the existing climbing lanes, realign county roads to intersect at right angles and add turning lanes at County roads per county request.





# ENGINEER ALTERNATIVE EVALUATION

Engineer Criteria	Option A.1	Option A.4	Option D
Level of Service (Capacity)	+	+	+
Sight Distance (Design)	+	+	+
Grade (Design)	+	+	+
Design Speed (Design)	+	+	+
Meet Minimum Approach Standards (Design)	+	+	+
Improve County Road Intersection (Design)	-	-	+
Meet County Standards (Design)	-	-	+
Reduce Wildlife Collisions (Safety)	o	o	+
Clear Zone (Safety/Design)	o	o	+
Avoid Dam (Design)	+	+	+
Reduce Vehicle Collisions (Safety)	+	+	+
Minimal Environmental Impact (Environmental)	+	+	+
Cost Benefit Analysis (Funding)	+	o	+
Minimal Utility Impacts (Funding)	+	+	+
Right-of-Way (Funding)	o	o	o

- + **Criteria Met**
- o **Criteria Partially Met or Neutral**
- **Criteria Not Met**

*\* Options A.1, A.4 and D were selected by the working group as the preferred alternatives and were therefore the only options evaluated by ITD and J-U-B project engineers*

Option A.1 - Parallel the railroad but be a raised roadway

Option A.4 - Parallel the railroad to straighten out the 45 mph curve but also straighten out US 95 at the climbing lane leaving Deep Creek.

Option D - Composite Option proposed by Working Group. Combination of several features including paralleling the railroad until Deep Creek then bring the alignment back to the existing climbing lanes, realign county roads to intersect at right angles and add turning lanes at County roads per county request.







# NEXT STEPS

- The McArthur Lake Safety Improvement and Wildlife Crossing project is on the 2006 State Transportation Improvement Program (STIP) for projects slated for completion within 5 years.
- DRAFT Federal Year 2007-2011 STIP is out for public comment-through August 7, 2006.
- The project has been targeted for the newly created Mid Horizon Program, for projects planned 11-15 years out.
- All work will be concluded until further notice.
- Contact local elected officials or Barbara Babic, ITD District 1 Public Affairs, to submit comments for the STIP: 208.772.1200 *or* [barbara.babic@itd.idaho.gov](mailto:barbara.babic@itd.idaho.gov)

